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## FRANCE.

ANOTHER OFFICIAL PAMPHLET-THE PROGRESS OF FRANCE UNDER THE NAPOLEONIC DY-NASTY - CONDEMNATION OF M. FLOURENS -COMPARATIVE FREEDOM OF THE PRESS-FRENCH TRADE-RECENT LITERARY WORKS. [FROM OUR OWN CORRESPONDENT.]

Paris, April 30.—"Progrés de la France sons le Gouvernement Impériale d'aprés les Documents Officiels." [The Progress of France under the Imperial Government, from Official Documents.] This is the title of a pamphlet recently issued from the Imperial printing press. It complements the one published last year: Les Titres de la Dynastie Napoleon-tenne. It is published at this time to influence the elections, and is well calculated for its intended effeet. In France, as in other countries, despite of financial and other reports of Ministers, and mining companies, and banking companies, and railway companies, of insatiate architects and of enthusiasts in fancy stocks-there still prevails a dumb faith in the highly figurative proposition that figures can't lie. There is something curiously fitting and imposing in ciphers. This pamphlet is stuffed with them of the richest description. There is such a recurrence of rotund millions on millions as makes one feet wealthy in the reading. The swelling, sonorous stream of them affects you something like the Pactolean role of Hood's ballad of Miss Killmanegge, and inspires the poor tax-payer with the comforting feeling of belonging at least to a rich family.

The mere presentation of the progress that France has made under the Imperial regime is, so far as it goes, a tolerably fair one. What is unfair is the representation of this progress, made under, as made by the Imperial regime. The assumption all along is that, if it had not been for Napoleon the miles of railway that have been built, and the very children that have been born since 1852, would not have been bnilt and born. The greater practical unfairness of the editor of these official documents lies in his omission to furnish his readers with any means of comparing French progress for the past eighteen years, with the progress effected in countries not blessed with an Imperial Government. No item is more, nor more fitly, enlarged upon than the progress in rathways, of which since 1851 there have been laid down 8,500 miles. The neighboring Repubhe of Switzerland has done proportionately as much, and one monarchical country really something more, to which facts of comparison there is not the slight-

Still, the pamphlet to foreigners has a positive ta'ne, with all its shortcomings. When they consult it they should not leave out of mind that it is Government's own statement of its own management during a period when it has had pretty much everything its own way. When, then, it beasts of what it has done for primary education, we may be confident that it bonats of all that it has done during the long period of 18 years, during which its wisdom and firmness have secured to France undisturbed internal peace and uninterrupted material prosperity. It all amounts to this, that it has added 5,000 teachers and 1,180,328 pupils (in a population of 39,000,000), at an additional annual expense of 36,000,000 francs. The same document admits that the total war expenses of the Empire amount to 2,827,000,000, of which 263,000,000 are confessed for the Mexican expedition. The number of rilled cannon is just 19 greater than that of the additional school-teachers, and cost a great deal more.

The motion made the other week by Jules Simon and others to appropriate 200,000 francs for augmenting the pitiful retiring pensions of school teachers superannuated after thirty years of service, was repelled by the Finance Minister and voted down on the ground of want of funds. A few days later the Emperor expressed his wish to see the military servants of the First Empire rewarded by increased pensions, and a bill hurriedly framed in execution of that wish, and approved of course by the Finance Minister, was voted by an immense majority. André Cochut, an economist who speaks with some anthority, estimates that this new pension list will require an aggregate of 86,000,000 francs of appropriations Another statistician proves that the military members of the Legion of Honor, of whom there are \$5,000, and the medal-bearing-soldiers, of whom there are 39,000, cost for their annual pensions 16,500,000 francs.

Since I have mentioned the number of military legionaries, it is fit, for the sake of the American civil Knights of the Order of the Ribbon and their friends, to state that they are much more select -the whole number of non-fighting chevaliers amounting but to little more than 30,000-the dismounted American squadron of 19 being counted in. The founder of the Order gave out but 1,400 crosse to civilians in the course of 14 years. A law of his instigation, passed in the year X of the Republic, provided that those citizens only should be admitted to its ranks "who, by their talents, knowledge, or virtues, had contributed to the establishment or to the defense of the principles of the Republic, or had encouraged the love of justice and of the public administration." It was one of the bitterest of the many bitter reproaches which the present Head of the Order, while in the Ham Fortress, through the newspapers at then head of the Order, that Louis Philippe was degrading it by the profuseness with which he distributed its insignia. Louis Napoleon has only about doubled the Legionary force as it stood in Louis Philippe's time. But the parallel of contrasts between Leuis Napoleon's "views" before and after 1851, runs without end. It was still in that period when he labored under the curse of Ham, for the columns of a Liberal journal, that he wrote in the Progres du Pas de Calais: "Ought we not to blushwe, a free people, or who at least fancy that we are free, since we have made several resolutions to become so-ought we not to blush when considering that even Ireland, unhappy Ireland, enjoys in certain respects more liberty than France? Here, for example, twenty persons cannot assemble without a permit from the police, while in the country of O'-Connell thousands of men meet together, discuss their interests, and threaten the foundations of the British Empire, without a minister's daring to violate the English law that protects the right of association." Up to May of last year the twenty-person limit was rigorously enforced in France.

In another article the same able writer says: "In France, where we are so jealous of everything that touches equality and the national honor, we have no religious attachment to individual liberty. If the tranquillity of citizens is disturbed, if their domiciles are violated, if they are preventively imprisoned for whole months, if, in a word, individual guarantees are utterly disregarded, a few generous men [L. N. B. was one of the generous, then] protest, but public opinion remains calm and indifferent, so long as you don't awaken a political passion." The same intelligent author, on another occasion, remarks "The general discontent observable in Europe, comes from the want of confidence the people have in their novereigns. All have promised, and none have kept their

One day last week, Gustave Flourens, son of the late eminent physicist and academician, was condemned to three months' imprisonment. His crime consisted, first, in differing in opinion from the Police Commissary who declared a meeting dissolved at which Flourens was presiding; the President questioned the Commissary's interpretation of the law in the case, and continued to preside over the meeting which continued not to dissolve; secondly, in making several remarks on points of English and Roman history which police spies interpreted into allusive attacks on the Government. On his way, the following week, to preside at another meeting in the same place. Mr. Flourens was seized by the police in the streets, and from that time till last Friday, nearly a "whole month," was "preventively imprisoned;" was suffered to see no one but his jailer and his mother during the time, present local situation,

and to receive the visits of the latter but once a week. And, judging from numerous and worse preceding instances that have occurred under this progressive government, when the press was more thoroughly gagged, Mr. Flourens's preventive would have lasted much longer had it not been for some "generous men" who began, in the independent press, to raise their voices in indignant inquiry about the matter.

It is wonderful, in contrast with its faint and timid tone six years ago, to note the comparative freedom of the press on the eve of the elections of 1869. The change, however differing in its forms and purposes, is as observable in the Government as in the indepondent press. The semi-officials are as much less slavish as the independents are more bold. Even the Constitutionnel this week has broken loose from Ministerial leading strings-or, perhaps, Ministers' master hath bid them loosen the strings. At any rate, we have the fact: Considering the antecedents of the journal, it rises to the propositions of an event, and the date becomes historical. One of the first things Louis Napoleon did after unstrapping his baggage, when he returned, a conscientious Republican, to the soil of republican France, in 1848, was to invite Dr. Veron, editor of the Constitutionnel to dinner at his hotel. He that day took and held by his vanity the doctor's weak and strong points, Veron's devoted service. From that day up to Wednesday last past, the 28th of April, under whatever change of editors and proprietors, the Constitutionnel has been unswerving in its blind devotion to President and Emperor. For nearly all that period it has been the most authoritative, the most directly inspired of the so-called semi-official journals. One of its assistant editors, M. Mitchell, whose tendency to respect himself was found, only two months ago, incompatible with his place on its staff, was recalled to his post with the effective power of editor-in-chief, by its proprietor a few days ago, and published on Wednesday an article the significance of which in the columns of the Constitutionnel will not escape your attention. Here are its closing periods: "In the coming elections, then, we shall have three classes of candidates-the systematically satisfied, the systematically hostile, and the independents, equally devoted to liberty and to the dynasty, free of all engagements, and holding only from their constituents. These consider that the edifice is not yet crowned; they demand a more direct participation of the Chamber in the affairs of he country, a liberal modification of the laws on the press and in the right of meeting-in a word, the full development of the reforms promised on the 19th of January [1867]. We hope that Government will not combat the liberal dynastic party. As for us, we shall

This is "flat burglary." The flattest sort of breaking with all the traditions of the Constitutionnel, which up to this week has always deprecated the reforms promised in the 19th of January letter, represented the press as already given to heense and the public meetings as requiring vigorous suppression, sustained the principle of official candidates as an essentially salvatory element of the Imperial regime, and condemned the Third party men as unconscious revolutionists, to be pitied for their foolish dream of

liberal dynastic independence. The Administration is not at all likely to give any outward and visible sign approving the new course entered on by its late chief organ. There are some signs pointing to the belief that the change is looked on with no great annoyance by the Emperor. There are some signs of a tendency on his part also to join the Third party. He seems to be leaving the election to his ministers and prefects, and leaving the responsibility also to them of failure and over-pressure

The Corps Legislatif closed its last session on Monday, and all the members are off to the provinces to work for reflection. The campaign is open and in high activity in town and country, and as rich in humors as ever a Parliamentary election in England, or a Presidential election with us, though the machinery of it is so different. In looking over the list of candidates of all parties, and their pretensions, an American is struck with the importance that is given to hereditary, traditional, or some other purely accidental quality. It is constantly put forward by this and that gentleman, as a strong point in his claim on the suffrage of his district, that he is some eminent body's else son, son-in-law, nephew, or the like. I saw it urged in a last week's paper, in favor of Mr. Andral, an intrinsically proper man for the rest, that he was a "grandson of Hayer Collard by his wife," Mr. Carnot, one of the Opposition nine from Paris, never would have been elected except that, and will only probably be elected next month, because he is the son of his father, the Carnot. Raspail, and several others, members of the Republican Constituent Legislative of 1848-51, are in nomination only as forms of manifestation and protest against the Coup d'Etat. Most eminent in this kind, and not entirely without chance of success, is Baudin, prother of the representative who was killed at the barricade in the Faubourg St. Antoine. If he is elected he may thank the Emperor's late over-zealous Minister of the Interior, Pinand, for his triumph He runs in the district where his brother was killed against Garnier Pages, member of the Provisional Government of 1848, and representative of the district in the present Chamber. There are as yet, and probably will be, no official candidates in Paris, though the Administration will be apt to favor Emile Ollivier against his more advanced democratic opponents, His district, the [Third, will be more warmly contested than any other in Paris. M. Cochin, whose name became familiar to you during our war as that of an old Abolitionist and our constant friend, is as liberal as a strong Catholic and Monarchist can be, and will [run hard M. Guerolt in another district. Darimon, a renegade pure and simple from the party that elected bim in 1863, has small chance of being rechosen. Most of the other nine actual representatives of Paris in the Chamber will be returned. Several of them, as Thiers, Ollivier, Jules Favre, Jules Simon, also present themselves in various districts in the provinces. In case of [success in more than one, the candidate selects that district in which he will sit, and new elections are ordered for the others.

In one of the departments the Count d'Etampes is up for popular honors. He was a distinguished dandy in Louis Philippe's time, and should be still a pretty man. Leastways he believes in his appearance, and has ordered 3,000 copies of his visnomy, done by the panortypic process, to be distributed among the voters. In another district a Mr. Chambrun distributes an album of lithographs, representing himself and family in various commendable actions and pleasing attitudes. But his county having a mixed population of Catholics and Protestants, the last plate representing "Madame Chambrun ornamenting the churches" is ingeniously omitted in the copies of the album that are left with Protestant families.

The April number of the Annales du Commerce Exterieur, a work published by the Ministry of Commerce and Public Works, contains a general list of French consuls and diplomatic agents; among these last you may read that of "Mr. Dano, Minister to Mexico (the Maximilian empire of that ilk)." You may also read in almost any Paris newspaper of yesterday's date, what, let us trust, is equally erroneous in fact, to wit: "That Gen. Rosecrans has demanded from the Mexican Government recognition of the debt due to France, and that he has made this demand in accordance with an agreement between the Govern-

ments of France and the United States. Revelations du Gouvernement Mexicain is the title of a work about to be published at Brussells, the materials of which have been furnished by President Jua-

The physicians have advised the removal from the neighborhood of Brussels of the unhappy victim of her own and her unwise husband's ambition and Napoleon's shrewd plans; this not in the slightest hope of effecting Princess Charlotte's cure, but to relieve her from some causes of irritation dependent on her

NEW-YORK SATURDAY, MAY 15, 1869.-TRIPLE SHEET.

ATTEMPTS, ANCIENT AND MODERN, TO FIND SHORTER ROUTES TO INDIA, CHINA, AND JAPAN-EARLY COMPLETION OF THE SUEZ CANAL.

The link which binds the civilization of the most ancient time to the most modern-which unites the age of Solomon, King of the Jews, of Hiram, Ruler of the Phoenicians, and of Carthage in her days of commercial glory, to this living and breathing century-is the trade with the Indies. For three thousand years the nations have been seeking the most convenient route to the Orient. East and West have they sought 12. This gent of grace beholds the Eastern quest ended in the opening of the Suez Canal, and the dream of Western explorers

fulfilled in the completion of the Pacific Railroad.

In the visions of early navigators who looked to the East as El Dorado, in the wild tales of their child-like seamen, and in their vague traditions of eastern lands to be reached by sailing westward, which floated in to the main from islands lying far to sea on the outposts of discovery, is hidden the romance of history. Thence came the myths of the Argonauts, of the Fortunate Islands and the Garden of the Hesperides, of the Kingdom of Prester John, and the marvelous Isle of St. Branden Thence came the hope of the Earthly Paradise, and the dream of the Fountain of Immortal Youth. Along the route to India and Cathay, lay all these wonders to tempt the daring navigator. Though the course of empire moved steadily Westward, still on the Orient his eyes were fixed. The Indies, enriched by centuries of tradition and wrapped in mysterious splendors were the lodestone which drew the ships of the explorer eastward and

westward till the girdle of discovery encircled the globe. The ancient cities of Jerusalem, of Tyre, and of Sidou, knew India as the land of gold and spices. Many writers suppose the rich city of Ophir to have stood at one of the mouths of the Indus. When the ships of Hiram, King of Tyre, then the leader in commerce, set sail for Tarshish and Ophir, Solomon, King of Israel, privately sent his own ships in their track to discover the way thither. And after the two rulers had made peace, and Hiram had furnished Solomon with fir-wood and cedar-wood from the mountains of Lebanon for the sacred temple, he also sent his own pilots to guide the Hebrew ships to Ophir that they might bring thence "gold, and almond-trees, and

In what direction these ships sailed, and indeed in what part of the world Tarshish and Ophir were really situate, is not now certain. Some historians conjecture that Ophir was merely a synonym for rich countries far off, as afterward in the days of Columbus, "the land of Cathay" and "the Indies" were vague, indefinite terms in geography.

Six centuries after Solomon, when the old glory of Phœnicia was growing dim, Alexander of Macedon made his triumphal march to the East. He led his armies from the Hellespont to the Indus, and plundered scores of rich cities. After he had recled back with victorious orgies to the borders of Asia Minor, his Admiral, Nearchus, led bis ships from the mouth of the Indus, up the Persian Gulf to the waters of the Euphrates, and gave the world the first survey of any coast of India recorded in history.

Alexander saw the importance of a close commerce with the rich East which he had laid waste. After his conquest of Egypt, he founded the City of Alexandria, at one of the mouths of the Nile, and on his death, one of the wiscat of his generals, the first of the line of the Ptolemies, became the fraier there. Ptolemy found in the sands of Suez, traces of a deserted canal begun by the Pharnohs, to secure water communication to India by opening a passage from the Mediterranean to the Red Sea. According to Herodotus, 129,000 men had perished non this vast work before it was abandoned. Ptolemy Philadelphus, son of Ptolemy L, and an enthusiast in the advancement of his empire in learning and commerce would fain have continued this canal of the old Egyptian monarchs. But his engineers shook their heads, and as serted with one voice : " The Red Sea is higher by three cubits than the land of Egypt. If a canal be cut through the Isthmus of Sucz the sea will flood the country and drown all your people, as once before it swallowed up the hosts of Pharach."

From the time of the Piolemies three centuries befor Christ, to that of Vasco da Gama, almost two thousand years later. Alexandria remained one of the most fa-mous entrepots for Eastern commerce. Indian products were brought in the junks and barks of China and Hindostan to Aden, on the Arabian coast. There the West ern merchants, reloading them into their own ships, con veyed them up the Red Sen to Suez. Thence they passed through a caual to the City of Alexandria, which discostly gifts of the East to the civilized world This Alexandrian canal, like that of the Pharaohe, now choked up with sand and rubbish, a ruin as complate as the crumbled palaces of the great city itself.

But Alexandria and Suez were not the only routes to India known to the middle ages. The costly trade spread itself by way of famous Samarcand up the river Oxus, across to the Caspian Sea, thence to the Eaxine, and so into the Mediterraneau, and over Europe. The chief overland route was through the City of Candahar, by which Indian products passed into Persia. At Candahar, the caravans from Ispahan and Agra intersected those from the Caspian Sea, and the merchants of the East and the merchants of the West met and exchanged then wares. There the bowed camels were unloaded of the spices, perfumes, precious stones, and rich silks of Hindostan, the muslins of Cancut, and the shawls of Cashmere. There the corn from Egypt was poured out beside the dates from Arabia, and the odors of the wines and roses of Damascus mingled with those of the balm and oll and honey from Palestine. There into busy caravanscrais the lithe-limbed Arabian drove his herds of goats and sheep for the markets on the Mediterranean. There in Persian moonlights the Western kings of commerce smoked their pipes and drank their coffee listening to the Eastern story teller, who recounted the deeds of the good Haroun al Haschid, or the singer, who celebrated the valor of Rustam, and chanted dreamy, passionate odes on the loves of the rose and the nightingale.

For eighteen centuries after the building of Alexandria these old routes were worn by the footprints of com merce. Before a new era of discovery began the day of the destruction of Carthage had risen and set, the glory of the Greeks had departed, the Roman empire had like an unsubstantial pageant faded, and the Christian religion was in its fifteenth century.

The desire to reach the Indies by ships had become the passion of all great navigators. The long wars of the Crusades had invested the East with additional enchantment. The wildest tales of travelers were received with eager credulity. The romantic accounts of China and Japan brought back by Marco Polo were no less marvelous than the stories of Sir John Mandeville who had preceded him by a quarter of a century. Both confirmed the belief that in the most remote East the great Prester John, a Christian monarch reigned over an immense country, and received the tribute of 72 kings. In his domains abounded all precious stones, streams ran with milk and honey, and over a whole province the river which encircled Paradise spread its arms in manifold windings. At the foot of a nountain bubbled up a living spring which changed its flow hour by hour, and he who tasted of its waters, however old and infirm, should thenceforth be as a man of 30 years. In short, the wonders and riches of this kingdom could not be recounted, and every sovereign of Europe yearned above all things to seek out and form an alliance with this Eastern monarch, and so to bring Asia and Europe into Christian brotherhood.

The Hanseatic League, which included all the mari-time powers of Europe, had for 200 years controlled commerce, but its members had made little progress in discovery. Their efforts were chiefly toward protecting their ships from pirates and barbarians, and rendering the sea a safe highway for civilized nations. But early in the fifteenth century spirit of discovery began to overrule even the spirit of commerce, and from that epoch date the most wonderful achievements in navigaion the world has ever seen.

These achievements are due, in great part, to the efforts of one man, Prince Henry of Portugal, justly surnamed the Navigator. The beginning of the century had seen the good King John placed on the throne of Portugal. His consort was Phillipa, also called "the good," a daughter of John of Gaunt, "time-honored Lancaster." The fourth son of this worthy pair, was Prince Henry the Navigator. From early manhood he dedicated himself to the cause of discovery and the search after a sea way to India. Withdrawing himself from the pleasures of the court, taking a vow of celibacy, and thus cutting himself off from all hope of princely issue, he retired to a stone-built castle on a lonely cape reaching far out to sea, and there pursued the study of navigation and the fitting out of ships for the East. It was he who announced and held firm to the belief that a passage East could be found by sailing around the continent of Africa, though all the world thought it impossible for a ship to cross the torrid zone, and believed the latitude of the Canary Islands to be the introduction of the mariner's compass into Portuguese | now seemed feasible if any captain could be | that of Necho, still declared that the Red Sea was higher | more popular in England.

EASTWARD TO THE INDIES. navigation, and in part the invention of the astrolabe. To no other single man was that era of discovery so

deeply indebted. To comprehend the obstacles to pavigation in the Atlantic, we must remember that this great ocean was still a sea of darkness to the sailor. True, in the fifth century before Christ, Hanno the Carthagenian had sailed boldly past the Pillars of Hercules, and braved the dangers of the Atlantic, while he sought to establish Phomician colonies on the western coast of Africa and Europe. Hanno discovered the Canaries and the Madeiras, and they became the "Islands of the Blessed" and "Gerden of the Hesperides," of which the ancients spoke when they pointed westward. Aristotle, too, had placed the Island of Atalantis beyond the Pillars of Hercules, and Plutarch in his life of Serterius had described the Caparies as the

But now, for ages the discoveries of Hanno had been buried in oblivion, and the Atlantic was shrouded in mystery. As late as the fourteenth century, it was described as "a vast and boundless ocean, on which ships durst not venture out of sight of land, for even if the sailors knew the direction of the winds, they would not know whither these winds would carry them, and as there is no inhabitable country beyond they would run great risk of being lost in the mists and vapors. The limit of the west is the Atlantic Ocean." To find a crew bold enough to follow their captain into these trackless waters was no easy task.

Nor was the fear of an untried ocean the only one which daunted the bravest sailor. Superstition had invented myriads of tales which were familiar to every man who sailed the sea. According to one of these, the way was blocked up by a mountain, which was a vast lodestone, attracting men as the magnet attracts iron. The unconscious victims laughed and shorted with delight while being drawn toward it, but at length, sticking fast to its horrible sides, they laughed no more, but perished miserably. Another told of a mountain which appeared to be of glittering precious stones, but was really composed of shining, interwoven serpents that devoured all who approached. Then there were islands peopled with horrid human creatures covered with hair, and called "gorillas." Of these monsters the women were the flercer, and crushed each white man to a lifeless jelly in their terrible embrace. There were other islands of headless men, and others yet of "men whose heads do grow beneath their shoulders." There were shores where some, sailing further than the rest, had seen the great roc's egg, as large as a barrel, and even the bird itself, the flapping of whose wings in the sky darkened the sun

With such whisperings as these on deck and under hatches no wonder mutinies arose among men always more superstitious than those who tread the sure and firm set earth. But the general belief in Prester John came in here to aid Prince Henry's endeavors. It was rumored that this priestly ruler held his court in Abyssinia, or near the center of the African continent. Two brothers, named Vivaldi, who had sailed southward a entury before and never returned, were reputed to have been met on the shores of Africa by some subjects of this great king, and so royally entertained that they lost all desire to see their native country again. And it was be lieved that the meanest subject of Portugal would be received by Prester John with distinguished honor for his nation's sake, and, if he deserved it, sent home laden

Henry's first expeditions were made with caution. The Canary Islands and the Azores had been re-discovered in he middle of the fourteenth century. To Porto Santo, one of the Madeiras, he sent a colony which should form a convenient port for his outward and homeward-bound hips. The Governor of this colony was Schor Perestrelle, a famous geographer of Lisbon, who had a laughter, afterward married to one Christopher Colum-

When his colony was planted on the Madelras, Henry's ships timidiy made their way to the Canaries, and left another colony there. In 1434 his greatest triumph was made. He fitted out Gil Eannes, a brave, experienced sailor, to go down the African coast. As soon as this captain had passed the line which marked the accusomed turning point of outward-bound vessels, the crew egan to nurmer and rebel. But Gil Eannes was a reso ite man, and had set his heart on achieving glory. He nieted his mutinous sailors, and led his ships to Cape Bejader, a point further south on the African coast than was then known to any civilized man. It was an immense achievement in navigation, for it esablished the possibility of sailing still further south-

Prince Henry received Gil, Eannes with open arms, and 1460, when he sent Diego Gomez, who sailed past Cape Bejudor over the Tropic of Cancer, and touched at the Cape Verde Islands. When he returned to claim the gratitude of his spatron he found that the good Prince Henry had died during his absence. This was twentytwo years before the first voyage of Columbus, and to no one man prior to him is the world more indebted than to this princely navigator for the impetus he gave to adventure and the cuthusiasm he kindled in maritime cuter

Henry bequeathed all his charts, mathematical instru ents, and plans for new sea routes, as a rich legacy to his nephew, Alphonso V., who had succeeded to the throne. This monarch entered with enthusiasm into his ocle's studies, and on hearing the report of Diego Gomez that the land trended east beyond Cape Verde, was con firmed in his idea that the Indies could be reached by sailing past the coast of Africa. The new King of Portngal spent most royally for the maps and charts for which his reign became celebrated. Day by day learned geographers, under the special patronage of the court, spent their time in the royal palace hearing the theories of gray baired and retired mariners and the narratives of sturdy captains newly come to port, and constructing improved sea charts and maps of the world. In 1469 Alphonse rented the commerce of the African coast to Fernando Gomez for five years, only reserving the ivory trade to the crown, and stipulating that every year Gomez should explore 100 new leagues to the south

On the death of Alphonso the kingdom was inherited by John H., the monarch stained in history by the unorthy trick he played upon Columbus. While the Genoese adventurer waited the king's answer to his request for assistance in his enterprise, John himself fitted out a fleet under pretext of sending provisions to the Portugueso colony at the Cape Verdes, but really to anticipate the voyage for which Columbus was begging his aid. This unkingly act was quite out of keeping with the usual wise and generous policy of this monarch, and proved deservedly unsuccessful.

It was King John who sent out the expedition of Bartholomew Dias, the most notable voyage which preceded the discovery of the New World; for it was Dias who led the way which Da Gama followed. Step by step the Portuguese mariners had crept down the shores of Africa, but none had yet seen the rounded outline of the cape,

past which they might sail eastward. Just before Dias was to sail, new rumors arose of the wonderful Prester John, who, it was now declared, with sositiveness, had turned up in central Ethiopia, where dwelt a large nation of advanced civilization, and with rich and populous cities. This report, which had so much vitality, that it has obtained some credence even in our own day, was generally accepted. Dias was furnished with letters from the crown of Portugal to the great unknown monarch, and King John flattered himself with the hope that he should not only do a service to commerce by his discoveries, but that by means of his alliance with Prester John, he should aid in spreading the holy religion over the whole world.

The story of the voyage of Dias and his troubles with his crew resembles that of Columbus, as that of Columbus is repeated in the trials of Magellan, of Hudson, and many other brave men, tormented with the unwillingness and faintheartedness of ignorant and superstitious crews. Again and again his sailors attempted to turn back and threatened to rise against their commander and even to murder him if he went on. But by decision, by persuasion and by all the power which one brave soul exercises over many cowardly spirits, Dias led them past the Canaries, past the Cape Verdes, over the mysterious line of the Equator, and away beyond the Southern limit of the Torrid Zone till at length he stood off the long desired Cape and saw the unimpeded Ocean stretching far to the east. His wildest hope was realized-the dearest dream of his century was fulfilled.

The weather was so furious and the point so lashed with waves that even Dias did not urge his men to go further, but straightway returned to his king with tidings of the discovery of the southern extremity of Africa, which he called the Cape of Storms. For better augury that monarch rechristened it the Cape of Good Hope.

Ten jears after the returnion Bartholemew Dias, Don Manuel, the cousin and successor of John II., was on the throne of Portugal. The project of sending an expedition past the Cape of Good Hope to the Indies, which

design with him, as it had been the darling hope of so many of his royal predecessors. One afternoon, as he sat at a window of his palace in deep thought, he saw a little red-faced man, with a firm step and resolute bearing. cross the court-yard under his eyes. As if the marked face and bearing had inspired him with a sudden deter mination, the King at once arose and sent for the passer-

This was Vasco da Gama, a gentleman of the royal

schold, and a bold and skillful sailor. The King

promptly offered him the command of an expedition to

Never was choice, seemingly so accidental, better made. Da Gama possessed the requisite intrepidity, perseverance, and capacity to command. In a few months he was fitted out with a fleet of four ships and 150 men. Two of his ships, the San Gabriel and the San Rafael, were of over 100 tuns burden; the other two were a caravel and a small store-ship of only about 50 tuns each.

the Indies, and Da Gama promptly accepted it.

Da Gama bore with him the credentials of his sov ereign, and letters to the mysterious Prester John, who had so long cluded the potentates of Europe, but in whose existence their unwavering faith continued to be from Europe to Asia. This is the culmination of the fixed. Then the little fleet, sailing southward, made its way past the Cape Verdes and across the Equator, for the Cape of Good Hope. After the fragile ships had crossed the line, the torments of wind, rain, and fogs began continually to oppress them. Tossed wildly upon strange waters and among dark skies, it is no wonder that the frightened crew besought their captain to take them back. But he was iron to their entreaties, and his anger was more terrible to them than the horrors that encompassed them. Of course, men in such frame of mind could not round the dreaded point without some supernatural vision. At the promentory of Good Hope, a terrible apparition confronted them. It was the demon Adamaster, the genius of the Stormy Cape, who, in appalling form, waved back the overshold explorers. Camoens, in the Lusiad, sings of the direful encounter

Appalled, we saw a bideous phantom glare;

" His rel eyes glowing from their dusky caves,
Shot livid free; for echoing o'er the waves,
His voice resounded."

To their demand to know who he was, the Storm Fiend In me the spirit of the Cape behald:

In me the spirit of the Cape behald:

With wide-stretched piles I guard the pathless stram.
And Afric's southern mound summed is stand.
Nor Homan prove, nor daring Tyrian ear
For dashed the white waves foaming to my shore;
Nor Greece, nor Carthage ever spread the sail
On these my seas to carb the trading gale.
You, you alone, have dared to plow my main,
And with the human voice distarb my founcemer reign.
Have passed the bounds which jealous nature drew
To vail her secret shrine from mortal view.
Hear from my tips what directs were strend,
And herstling seen shall be even ruce descend
With every bounding keel that dares my rage.
Eternal war my sforms and rocks shall wage.
Eternal war my storms and rocks shall wage.
Each year, thy slip-weeked sons shall thou deplore,
Each year, thy slip-weeked sons shall thou deplore,
Each year thy sleeted maste shall strew my shore.

But Da Gama feared failure more than Adamastor or a whole legion of demons, and right in the teeth of the tem pests he passed on. His bravery was rewarded, and from the time he rounded the cape his voyage seems to have been among favoring gales. He landed here and there on the east coast of Africa, making small trades with the natives, and meeting generally with friendliness and good faith. It was in May, 1498, the same year in which Columbus first touched the continent of America, that Vaso da Gama anchored at Calicut, on the Malabar coast in Hindostan. The entrance of European ships into the harbor at

Callcut created the greatest wonder and excitement. The natives crowded to the shores to see the Portugese disembark. When Da Gama and his officers attempted to pass through the streets on their way to the palace of the Zamorin the press was so great that many were crushed to death. The Zamondri-Rajah, (a title which the Portuguese abbreviated to Zamorin) was a prince of such dignity and intelligence. He granted to Da Gama, as an envoy from the Portuguese monarch, a private audience, which was declared to be an unprecedented

Reclining on a sofa of white slik embroidered with gold, he listened while DaGama, by the aid of la Mohammedan interpreter, declared to him the glory of King Manuel, and his desire for an alliance with the Eastern Monarch. "The Zamorin," says the Portuguese chronicler, " wore a tunic of white muslin embroidered with roses and branches of beaten gold. It was buttoned with large pearls, and the buttonholes were wrought with gold. About his waist was a such of white muslin. His head had a mitre studded with jewels, his toes and his fingers sparkled with diamonds. His arms and legs were bare, except for the bracelets which covered them."

But diplomacy even there proved full of pitfalls. As on as it became known on what errand the strange dor to establish trade between the East and the West, a strong faction arose in the Court of the Zamorin against the Portuguese. The Arab merchants, who did a large and monepolizing trade with Callcut, begun to fear both for their profits and their religion. They hated the Christians with Mohammedan zeal, stimulated by all their fear of the rivalry of European merchants. Their oily tongues filled the ears of the Indian monarch with suspicions and fears. They assured him that Da Gama was a pirate, who, accidentally sailing past Africa, sought o impose himself upon the Zamorin as the embassador of a king; they threatened him with a withdrawal of their trade if he encouraged the foreigners, and, altogether, they told him such fearful stories of these hristian inildels that the Zamorin was pulled this way and that by contrary counsels, until at last he gave up in despair, and resolved to let the Arabs and Da Gama fight t out between themselves.

Finally, an embassador from Da Gama was detained as a prisoner at the palace of the Zamorin, and Da Gama himself was obliged to retire to his ships for fear of capture. But the Portuguese was shortly released, and the monarch sent some of his officers to the little fleet, bearing a letter to the King of Portugal. More brief and to the point than most communications between sovereigns, it ran thus: " Vasco da Gama, a gentleman of thy household, came to my country, of whose coming I was glad. In my country there is plenty of cunamon, cloves, pepper, and precious stones. The things which I am desirous of receiving from thy country are gold, silver, scarlet,

Da Gama rather treacherously kept as prisoners the bearers of this letter, and set sail at once for home. The indiguant Zamorin sent a fleet in pursuit, from which Da Gama escaped with some difficulty. Afterward he set one of his captives on shore, with a letter for the Zamerin, assuring him that his designs toward all the prisoners were friendly, that they were to be well-treated, and that they would shortly discover if he were the rightful embassa for of the King of Portugal or no.

He led back his fleet as nearly as possible in he same track in which it had come. In two years and two months from the time of his setting out, he reached Lisbon. Of his four ships, not one came back to port. His last-the San Gabriel-had proved unseaworthy, and he had been obliged to finish the voyage in caraval which he chartered at the Cape Verde colony. Of his one hundred and fifty men only one-third remained. King Manuel received him with open arms. He gave him princely honors, and entitled him "Lord of the Conquest of Ethiopia and the Indies." A plan was immediately formed for the establishment of trading-posts all the way around the continent of Africa, and Don Pedro Alvarez de Cabral was sent with thirteen ships. Bartholomew Dias was one of the captains. At the Cape of Good Hope they descried not Adamastor, but a water-spout, a menon which none of them had ever before seen. They hailed it as the sign of fair weather, and sailed joyfully onward. In a few minutes, however, the fleet was struck by a hurricane, and five ships went down. One of them was commanded by Dias, who had first made the cape known to navigators. Thus did the demon, as the sailors thought, vindicate his threats to the unhappy son of Portugal who had first fathomed the "secrets of his

awful reign." The voyage of Da Gama was the feulmination of Eastern discovery. It revolutionized commerce and brought many changes in navigation. Now for two centuries the track of Da Gama has been the world's highway to the Indies. Yet commerce has never been satisfied with it The overland route from India and Eastern Africa which led across the Istnmus of Suez into the Mediterranean, and out through the old gateway of Hercules into the Atlantic, has been still used for the passage of much rare and costly merchandise. Never for a moment has trade forgotten the track across the little strip of land which taunted ancient mariners, and where the unfinished channel of the Pharaohs still shows its traces in the heaped-up sands.

In the time of the first Napoleon the project of the Sucz Canal was talked over. Even while the First Cousul was busy with the conquest of Egypt, and following in Syria the footsteps of the great Alexander, his quick eye found time to see the value of a passage for ships be tween the Red Sea and the Mediterranean. But the best engineers, no wiser than those of the age of Rameses, or

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found bold enough to undertake it, was a favorite | than the land of Egypt; and the scheme was again aban-

Ten years ago this belief, which for centuries upon centuries had been a stumbling-block in the way of endeavor, was pronounced baseless by the best engineers of France, and a Paris company undertook the opening of a passage from sea to sea. Ever since through 100 miles of sand vast steam-driven machines each as high as a church-steeple, have been slowly and surely cutting the way. Their powerful arms scoop up a hogshead-full of sand at once, and then, turning gently empty it in the desert 120 feet distant. Behind, the canal is being walled in with an artificial stone made from the very sand through which the channel is cut. As the vast engines go on, floating upon the water which they are making a way for, we can fancy the sad ghosts of the 120,000 men who perished there in Pharaoh's day waiting wonderingly on their progress.

Before many weeks, the dream of the Pharaohs, the Ptolemies, the Bonapartes, will be a reality. Ships will sail freely past Egypt and Arabia into the Indian Ocean, saving many thousands of miles upon the old voyages world's efforts for a route Eastward to the Indies. The Suez Canal, begun and ended by French enterprise at a cost of \$100,000,000, is characterized even by The London Times as "a task which has no equal except in mythology when Hercules joined the Mediterranean to the Atlantic."

We have just seen the completion of a yet greater task, when, at the portals of the Golden Gate the first ocomotive from the Atlantic screeched its triumphant greeting to the Pacific. That is the consummation of the world's efforts to get Westward to the Indiesanother branch of the subject which must be reserved for another paper.

THE PACIFIC RAILWAY.

Rocky Mountains, and of these, six Winters on the line of

CAN IT BE OPERATED IN WINTER? To the Editor of The Tribune. Sir: An experience of many years in the

the U. P. R. R., convinces me that the present route can never be relied on for a Winter route. All the old inhabitants of this country, as well as those freighters and others who have passed through the country for many years past, are of this opinion, and unite in saying that the Pacific Road of the country must run south of Colorado." The great cause of trouble on this road arises from the fact that the region of the heaviest snowfall on the line of the road is also the region of the hardest winds. These would undoubtedly be called "hurricanes" in the States. During the entire Winter they blow almost without cessation. The snow is very fine, and drifts so densely into the cuts that a shovel will not remove it. Huge snow-plows are often crushed in ineffectual attempts to force through, and it only yields to the stubborn pick of the Irishman. Hundrods can testify to this. When a cut is cleared of snow it frequently refills before the train can get through. This was of frequent occurrence last Winter, and is well known by passengers and residents on the line of the road. One instance in particular occurred at the time of the first blockade. At or near Percy Station, a cut was cleared of snow, and the train, drawn, by two or more engines, was run back about a mile in order to gather force; but although it was run with all the speed safety would allow, so much snow had again been blown into the cut that the train could not force its way through Another fact is worthy of special note. The principal trouble was in what is known as the "Elk Mountain Country." Here the road runs for about 70 miles almost parallel with the high range of mountains of which "Elk Mountain" is the most prominent, yet those who live in that country, and have done so for years, testify that this is one of the mildest Winters known there for many

from Green River to Wahsatch, is usually quite as bad as the Eik Mountain Country both as regards snow and wind, but the same mild Winter was felt there in a greater degree. This is on the evidence of old and responsible residents of that section of country. Owing to the great length of the road there may be a very mild Winter on one part of it and a very severe one on another. Fences will accordingly be built and other precautions taken, and the next Winter they will be found to be where they are not needed-the trouble will " break out in a fresh place," where the road is totally unprepared for it. Thus, the first Winter the road was running, a distance of 300 miles on the Plains, it was blocked for three weeks at one time in Nebraska! The road had not then attracted sufficent travel or notice to cause this fact to be noticed. It is claimed that fences and sheds will obviate the difficulty entirely. On the Black Hills the Company erected costly stone fences, sometimes three, one behind the other, but, so far from being a remedy, the road was blocked for nearly a week at a time. Wooden fences, if high enough to catch any considerable amount of snow, can scarcely be made strong enough to withstand the wind, and, if low and strong, will not protect from snow. Sheds will be broken down by the weight of snow in the calm districts, and in the region of wind must be made tight like a house, and have doors at each end, or they will fill full of snow. The short tunnel east of Benton filled with snow the same as the cuts. The officers of the road speak as confidently of obviating the difficulties in the future as they in former years spoke of not meeting them, when warned by those who knew. The employes on the road, who have worked on roads in the Northern States, say the experience of years there in fighting storms is of no use here.

years. If a road is blockaded for a month in a mild Winter,

The "Bridger Country" or that portion of the road

what may we look for in severe ones?

The writer has no quarrel against the road or any of its officers. Our personal relations with each other have always been of the pleasantest nature. Furthermore disinterested persons must allow that the officers of the road did the best they knew how to do during the blockade, except perhaps, an exception or two in the case of an irresponsible employé. But he goes to nevitable defeat who fights against a " Storm in the Rocky Mountains." JULES PIERREPONT.

Wyoming Territory, April 22, 1869. WHAT SHALL THE JUNCTION TOWN BE CALLED?

To the Editor of The Tribune.

SIR: If the new town which is to spring up on the plains where the last golden spike of the railways connecting the Atlantic and the Pacific Oceans has been driven, has not yet received an appropriate name, venture to suggest that it be called St. Diey, after St. Diey in Lorraine, the seat of an ecclesiastical college founded in the sixth century It is in the remotest corner of France, nestled among the Vosges Mountains, at the present day a town of some 10,000 inhabitants. No town, it seems to me, has stronger claims to a return compliment of this kind. It is true there is Palos in Spain where Columbus embarked, Bautry in Yorkshire, whence Robinson and Brewster retired into Holland; Delft Haven, the port of Leyden, from which the Pilgrims sailed for Plymouth in New-England, and Black Rock, in Ireland, whence embarked William Penn. All these names are household words, and should be repeated and honored in this country. But there are two circum stances in the history of St. Diey which may be called to our recollection to-day.

Early in the fifteenth century the Provost of the College of St. Diey was for several years none other than the celebrated Pierre d'Ailly, afterward Cardinal of Cambray, the author of a book called Imago Mundi, in which he brought together, after the manner of Roger Bacon, the plnions of the ancient philosophers, poets, historians, and geographers, as well as of the fathers of the Church, respecting the antipodes, the shape of the earth, &c., and intimating the possibility of sailing west from Spain to India beyond the Ganges. A copy of this book (first written in 1410, but not published till 1481,) for years the guide, friend, and companion of Columbus before the discovery of America, in which may still be read many of the manuscript notes of the Discoverer, is now care fully preserved at Seville. It was first brought to light and described by Washington Irving about 40 years ago.

It was in the same town, within the same precincts, nearly a century after Pierre d'Ailly, that the Gymnasiam of St. Diey, a confraternity of some half dozen pro fessors, earnest students of geography, of whom the young poet Mathias Ringman was the soul, in a little ook entitled Cosmographic Introductio, printed there in May, 1507, first suggested that the Mundus Novus described by Americus Vespucius should receive the beautiful name America. This name, though intended to apply only to Brazil, eventually spread itself over the entire

Western Hemisphere. For these reasons, let the little mountain town that first gave aid and comfort to Columbus, and afterward a name to the New World, have a namesake at the Golden Spike on the Plains. HENRY STEVENS, G M B.

Congregational music is becoming more and

Quarendon Hotel, New York, May 10, 1869.